

View of proposed projects

Third London jetport—A special commission recommends that London's third major airport be built at Cublington, about 45 miles northwest of the city. Because of local residents' opposition the government probably will not make a final decision until this summer. The commission considered four sites, three on land. One of the seven members dissented from the preliminary report in favor of an offshore site at Foulness in the Thames estuary.

Developer takes on New York—The Rouse Co., developer of the new town of Columbia, Md., is studying the development of a new town in the southern third of Staten Island, N.Y. Under a new one-year contract signed last week with New York City, Rouse, having finished the economic viability study of such a town, will map out a broad picture of what the town should look like and assist in creating a corporation to direct its development.

History Repeats itself
From bridge to boats—The Golden Gate Bridge, Highway and Transportation District retained a naval architect to design a ferry fleet as part of its \$25-million plan for a bus and ferry system to serve commuters between San Francisco and Marin County to the north. The district expects patronage of almost 6,000 persons daily in the first year of operation, reducing peak bridge traffic by almost 3,000 autos. It already operates one ferry.

Hydro project contract awarded—Hydro-Quebec has awarded Cartier Construction Corp., Montreal, a \$2.78-million contract for excavation of the diversion tunnel and related works for the Manic III hydro project on the Manicouagan River. The tunnel, 55 ft in diameter and 2,340 ft long, will be driven through the east bank of the river to dewater the site of the 353-ft-high earthfill dam.

Synchronized stop-lights—Kansas City, Mo., is the first city to install a computerized system of synchronized stop lights as part of a cooperative project between the Federal Highway Administration (FHWA) and six selected cities. FHWA provides no funds for the program, only a computer program tape. The city says traffic is moving 12% faster through downtown streets and vehicles are making 18% fewer stops.

Is St. Lawrence Seaway obsolete?—A recent study suggests that an additional \$3 billion in construction might be needed if the St. Lawrence Seaway is to continue serving the growing transportation needs of the Great Lakes basin. The study, conducted by Sir James Easton, consultant to Detroit Edison Co., says the seaway is facing obsolescence if the 11-year-old Montreal-Lake Ontario locks, as well as those of the Welland Canal, are not enlarged to accommodate 1,000-ft ships.

Tapping the trust fund—A section of the recently enacted 1970 federal-aid highway act authorizes \$9 million from the Highway Trust Fund to eliminate 41 grade crossings in the New York-Boston rail corridor. Trust fund money will be provided on a 90-10 basis for all federal-aid highway crossings while general revenue funds will provide 80% funding for those crossings not on the federal-aid system.

South American oil development—Seven Japanese companies are seeking approval from Colombia, Peru and Ecuador to construct a \$1.1-billion, 300-mile crude oil pipeline from the upper Amazon River region across the Andes to a \$600-million storage and port facility on the Pacific Coast. Exploratory drilling is scheduled to commence next year. If successful, the venture is expected to provide 20% of Japan's present oil needs.

Multiuse project set—The first \$100-million phase of a \$275-million office, hotel, apartment and shopping complex will start rising in Philadelphia in 1972, according to the developer, Field Construction Associates, King of Prussia, Pa. Milton Schwartz, Philadelphia architect, says a shopping center, one 30-story office building, an apartment building, and a 750-room hotel will be completed by 1976 in time for the U.S. bicentennial celebration centered in Philadelphia.

Lake power—A report prepared for Washington's Chelan County Public Utility Department says a 1-million-kw pumped storage project in north central Washington is economically feasible. The project would have four pump-turbines operating under a 1,290-ft head when moving water between Lake Chelan and Lake Antillon.

An environmental simulator devised by the department of landscape architecture at the University of California, Berkeley, uses models and television to give researchers a realistic view of what traveling along an automated roadway, under development by Ford Motor Co. (ENR 8/20/70 p. 23), will be like.

A television camera moves like a low-flying helicopter along a scale model elevated guideway placed within the model of a city. The camera, mounted on a gantry, is controlled by a pilot with a remote steering wheel and accelerator pedal. Eventually, the simulator will be refined so that it can move with the traffic, giving a driver's view.

The machine will also be used to analyze other projects, including a freeway interchange for the California Division of Highways, San Francisco's Mission District from the viewpoint of a resident walking through his neighborhood and alternative uses for an undeveloped area of Marin County, north of San Francisco.

Ford financed the first simulator project and plans to start building a prototype of the guideway system this year.

Master plan is unveiled for \$1-billion business center

Dallas developer Trammel Crow has unveiled a master plan for the \$250-million first-phase construction of Allen Center, a \$1-billion commercial development at the west end of Houston's central business district.

Crow started construction of a 34-story office tower last August, but withheld release of an overall plan (ENR 9/9/70 p. 20).

Phase one, taking in 11 acres of a 21-acre site, will require about 10 years to complete. It includes two 34-story office towers, a 50-story office tower, an 18-story hotel, a 2,000-seat theater and a 3,000-car garage.

Buildings in the complex will rise from a common four-level podium. The podium will have a below-grade concourse level, street level and above-grade lobby level and a promenade.

Wilson, Morris, Crain and Anderson, Houston, are the architects. Structural engineers are Ellison Engineers, Houston. General contractor is a joint venture of Linbeck Construction Corp., Houston, and Turner Construction Co., New York City.